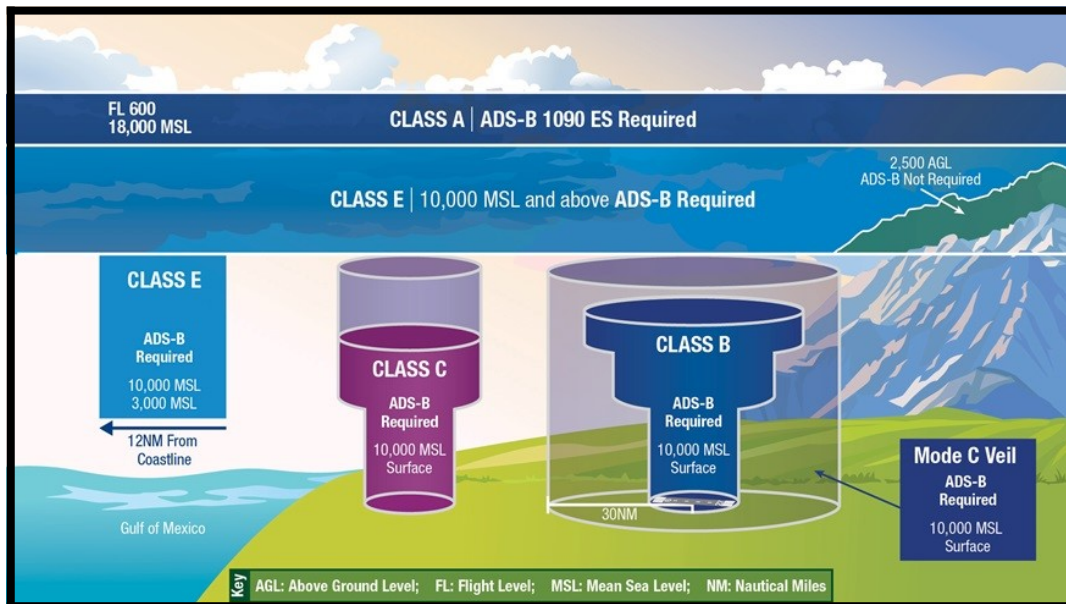


SKYWRITINGS



EAA Chapter 439
Central U.P. of Michigan

January 2020
Home of the Yoopers



This is the airspace, defined by FAR 91.225, where ADS-B Out is required now. Operators of aircraft not equipped with ADS-B Out must obtain an authorization to access this airspace.

In the continental United States, the equipment will be required to operate in the ADS-B rule airspace defined by FAR 91.225, which encompasses:

Class A, B, and C airspace; Class E airspace at or above 10,000 feet msl, excluding airspace at and below 2,500 feet agl; Within 30 nautical miles of a Class B primary airport (the Mode C veil); Above the ceiling and within the lateral boundaries of Class B or Class C airspace up to 10,000 feet; Class E airspace over the Gulf of Mexico, at and above 3,000 feet msl, within 12 nm of the U.S. coast.

Except for the airspace over the Gulf this is the same airspace where a transponder is required today.

If you're not equipped with ADS-B Out, you're not necessarily shut out of the airspace. The FAA developed an automation capability to manage ATC authorization requests, the ADS-B Deviation Authorization Preflight Tool (ADAPT). The rules require that you request an airspace authorization from the FAA website at least one hour but not more than 24 hours in advance of your flight. Don't call the ATC facility to ask, and don't request access from a controller over the radio—the answer will be “no.” Only if your ADS-B Out hardware fails in flight will controllers be able to issue an airspace authorization to an airborne aircraft, said Rune Duke, AOPA senior director of airspace, air traffic, and aviation security. An operational transponder is required, he added, and aircraft without engine-driven electrical systems that don't have transponders also are exempt from some of the ADS-B required airspace, but not all.

ADAPT went live on December 31. Pilots can familiarize themselves with it through a video the FAA has posted online. In addition, AOPA has produced a comprehensive ADAPT Fact Sheet that includes step-by-step instructions for completing the process. (from AOPA ePilot 01/03/20)

Up-Coming Events

Tuesday January 21st 6:30pm (CST) - Chapter Meeting at Tom Sullivan's hangar at Ford Airport Please come hear about the work done on the hangar and ideas about FAD 2020
If you can not make it, but want to participate, the call in number is 515-604-9910; access code 343613

The Prez Sez!

Tom Sullivan

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Tom is in Florida without use of a computer this week.

If you gave someone a drone or were lucky enough to receive one this holiday season, it is important to remember the FAA's s/UAS registration and operating requirements.

Drones ordinarily must be operated under the rules of [FAR Part 107](#). However, the FAA Reauthorization Act of 2018 (Public Law 115-254) created a statutory exemption from FAR Part 107 for drones operated strictly for recreational purposes. In order to meet this exception, there are important requirements that all recreational operators must meet in order to legally operate. For example, the drone generally must be operated in Class G airspace below 400 feet AGL and cannot be operated in any other class of airspace without prior authorization. Additionally, the drone must be operated within the visual line of sight of the operator or a visual observer co-located and in direct communication with the operator. Further, the drone must be registered with the FAA and the registration must be displayed on the drone. For more information, please see [Advisory Circular AC 91-57B](#). If you are a member of AOPA Legal Services and have any questions regarding the s/UAS operating requirements, call AOPA at 1-800-872-2672. (from AOPA Pilot Protection Services)

AirVenture 2020 Will Honor 75th Anniversary of WWII Ending With Huge Flying Displays

EAA AirVenture Oshkosh 2020 will feature expanded warbird flying activities, as the annual EAA fly-in convention commemorates the 75th anniversary of the end of World War II.

EAA AirVenture will tell the many aviation stories of the Greatest Generation and the worldwide conflict during its renowned afternoon air shows. It will feature flying displays and groups that are favorites for EAA audiences. Highlighting the weeklong commemoration will be major air show flying activities on Wednesday, July 22, and Friday and Saturday, July 24-25.

"Marking the 75th anniversary of the end of World War II and telling all the aviation stories involved is a mammoth task," said Rick Larsen, EAA's vice president of programs, publications, and marketing, who coordinates AirVenture features and attractions. "Our goal is to create the go-to event that properly commemorates the aviation story of World War II, from the Eagle Squadrons and American Volunteer Groups through the final Allied victories in 1945."

Specific aircraft and flying demonstrations are still being finalized for EAA AirVenture 2020, but will feature aircraft from both the European and Pacific Theaters. Additional highlights will tell the stories of remarkable heroism and pioneering technology that changed the course of the war. Further details on individual highlights and aircraft will be announced as they are finalized.

Anything Can Happen — Preparing for the Winter Flying Season

As the Earth tilts into the winter season, pilots need to prepare for the coming chill. See the from EAA Flying Tips [here](#).

Editor's Notes

Will Kroeger

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I don't know whether to be glad or scared.

Why? Well, I was flying the other day, just having a good time making holes in the sky. I had no intended destination or specific route to fly. I was just having fun. I didn't even take my iPad, but did have my iPhone with Foreflight so that I could see close traffic and check my distance from the airport. I also had one radio set to the local airport's frequency and the other set to approach control. I do this when flying VFR and squawking 1200 so I can keep abreast of what is going on around me.

I was at 3,500 feet about 10 miles south of the airport when I heard Omaha Approach say "79T Omaha Approach". My initial thought was how often do you hear another plane with the same last 3. I had not heard any plane with that tail number make contact with approach, so my interest was peaked. Then I heard the controller make the same call. I thought that was strange, so I decided to contact Omaha to see if they were trying to talk to me. I made a radio call, then heard what I thought was Omaha talking to another 79T. So, I continued on my merry way.

However, Omaha called me again. I asked again if they were talking to 2179T. They indicated they were and that I had a traffic conflict with a plane that was headed to the IF/IAF for the RNAV. It seems I was at the IAF and the traffic was only 6 miles away. Omaha asked my intentions, I stated I was turning to go back to the airport. So, they asked me to immediately descend to 2500 feet since the traffic was only three miles away at my 10. I looked for it on my iPhone hoping to avoid the traffic, but I had not kept zoomed in and had too much clutter. So, I descended immediately and made my way to the airport.

So, am I glad or scared? Well, both. I am glad my ADS-B out gave Omaha Approach my aircraft id so they could contact me about a traffic conflict. But then I am scared that there is no way to fly without Big Brother knowing. My equipment does not allow me to change my identifier, so my only choice is to turn off my IFF if I do not want Big Brother to know where I am. Of course, that is not a wise choice since I would not get the benefits of ADS-B. What to do?

Ford Airport Day 2020

Well, it is now January and it seems we have not really started the planning for FAD 2020.

1. We need more activities for youth. Any ideas?
2. We need to find a main display aircraft/helicopter that does not cost a lot.
3. We need more of a local presence at FAD: Fire Trucks, National Guard, car dealer, etc.
4. We need more vigilance for aircraft on the ramp. We will need two groups of two to walk the ramp to see that there are no problems with aircraft/vehicles and to detect any other problems. We need someone to come up with some guidelines for these ramp rovers.
5. We need a person to volunteer as the photographer.
6. The work required to plan FAD and the Vet event is increasing, therefore we are looking for more people to take areas of responsibility: We need people to step forward to take responsibility for: Veteran event; finding sponsors; advertising; coordinating volunteers; or taking on any item above.

We are open to any ideas that will expand the fun/attendance/participation at these events. ***Please come to the meeting to share your ideas!***

EAA Webinars

Register at: [Webinars](#)

1/15/20	7 p.m. CST	Transportation Security and You - What's New Since 9/11?*	Prof. H. Paul Shuch
1/21/20	7 p.m. CST	Basic Aerodynamic Principles Demonstrated in Aerobatics*	Dagmar Kress
1/22/20	7 p.m. CST	EAA Proficiency365™ - Stay Active and Current Year-Round*	Radek Wyrzykowski
1/29/20	7 p.m. CST	Compression Testing Aircraft Engines and Maximizing Cylinder Life**	Bill Ross
2/5/20	7 p.m. CST	Bolted Joints in Tension**	Mike Busch
2/11/20	7 p.m. CST	Tips & Tricks for Recording In-Flight Videos	Martin Pauly
2/19/20	7 p.m. CST	Vans RV Maintenance Common Questions**	Vic Syracuse

* Qualifies for FAA Wings credit.

** Qualifies for FAA Wings and AMT credit.

New Mobile Website and Voice Applications

The Flight Service website (1800wxbrief.com) now has a mobile-friendly version that supports ICAO flight planning, access to weather, and more. The recently deployed Mobile Web provides many of the same capabilities as the website but optimized for mobile devices, such as an iPhone, iPad, or Android.

In addition, Flight Service has deployed new capabilities available for use on Alexa and Google Assistant. Download the Leidos Flight Service voice application to see how it works.

Today there are multiple sources available to pilots that provide weather and aeronautical information, often presented in an easier to understand graphical format. Pilots no longer need to call Flight Service to adhere to 14 CFR 91.103 and maintain awareness of weather and aeronautical information. You can learn more about these automated flight services at 1800wxbrief.com. (from *FAASafety.gov* 12/31/19) (ed. Note: Have to create an account and sign in to get weather along a route.)

Know Your Aircraft

The January/February 2020 issue of FAA Safety Briefing focuses on how to better "Know Your Aircraft." Feature articles cover each major section of an aircraft, highlighting the many design, performance and structural variations you'll likely see and how they affect your flying. We'll also take a fresh look at understanding aircraft energy management. Check out the entire January/February 2020 issue at www.faa.gov/news/safety_briefing.

Basic Med Info

It is important to understand that your BasicMed was not issued by the FAA Aeromedical Certification Division. That means the FAA cannot revoke it. BasicMed operates under the Flight Standards Service. If the FAA becomes aware of a serious medical condition which renders you unsafe to fly, since they cannot revoke your medical certificate, the Flight Standards Service will revoke your pilot certificate to prevent you from flying. To my knowledge, this has not happened yet, but I am sure it will.

Because the Department of Transportation failed to respond to the AOPA/EAA petition on BasicMed, it was passed with very little input from the Aeromedical Certification Division. Not surprising, from the FAA's point of view, some special situations were not addressed in the law. (extracted from Dec 2019/Jan 2020 issue of the *Midwest Flyer Magazine*; article titled "BasicMed Again!" by Dr. Bill Blank.)

Flying Events (within 200nm): (B) Breakfast (L) lunch (D) Dinner *All times CDT unless noted*

Every Thursday (L) Marshfield, WI (MFI), noon till the pizza runs out
Jan 25 EAA 897 Brat & Chili Feed Dodge County (UNU) Juneau, WI 9:30am - 2:00pm
For more info call 920-386-2402, ski planes welcomed
Mar 31—Apr 5 SUN 'n FUN Lakeland, FL (LAL)
Apr 18 Fly-in (B) pancakes Oshkosh, WI (OSH) 7:30am - 11:00am

Here Is Your Chance To Buy Some Aviation History



Although it seems like every second story in aviation publications is about some variant of a flying car there is actually only one flying car in the world and it will be up for auction, with no reserve, in January. The 1954 Taylor Aerocar will go on the block at Barrett Jackson's Scottsdale auction Jan. 11-19 in Scottsdale, Arizona. The, uh, vehicle is owned by Greg Herrick's Golden Wings Flying Museum in Minnesota and is the only one certified for both the road and the air. It was one of six made and has been maintained in airworthy and

roadworthy condition.

Herrick has been trying to sell the Aerocar since at least 2012 when he was looking for \$1.25 million. More recently he's been trying to get \$895,000. The Aerocar has about 16,000 road miles on it and more than 700 hours of air time. It is powered by a Lycoming O-320 that is hooked to a three-speed front drive transmission for the road and a tail-mounted prop in the air. The wings and empennage are towed behind the tiny car body for the trip to the airport. (from 12/15/19 AVweb)

News From EAA Headquarters

EAA Offers Young People Free AirVenture Admission with Boeing Support

Young people age 18 and under will be admitted free to EAA AirVenture Oshkosh 2020 as a way to introduce more youth to the possibilities in the world of flight. The Boeing Company is financially supporting this effort for the next two years to encourage more aviation-minded families and their children to attend the event that brings more than 10,000 aircraft from around the world to Oshkosh each year.

"EAA's mission is growing participation in aviation, and in 2019, after EAA reduced admission costs for students, we saw an increased number of families coming to AirVenture," said Jack J. Pelton, EAA's CEO and chairman of the board. "Inspiring young people and giving them a first look at what's possible in aviation is only achievable if they can get in the gate. This effort will build on the more than 60 years where AirVenture has earned a reputation as a wonderful family event. We're incredibly appreciative of Boeing's support and like EAA, Boeing is committed to inspiring the next generation of aeronautical innovators. Because of Boeing's belief in our mission, we can invite youth from around the world to experience AirVenture at no cost."

The free youth admission is available throughout AirVenture week. Along with Boeing's financial support, a small fee on AirVenture advanced-purchase adult admissions and value-added opportunities such as the Aviators Club will support this free admission opportunity for young people.

"At Boeing, we aim to inspire and prepare the next generation of innovators, and EAA AirVenture provides a unique opportunity to encourage the natural curiosity of young people," said William Ampofo, vice president of business aviation, general aviation, and OEM services, Boeing Global Services. "We are proud to provide an opportunity for thousands of youth to experience this world-class event, and be inspired to use their talents, creativity, and vision for the future of aviation."

Longstanding youth activities and programs at AirVenture include such popular offerings as the hands on KidVenture display and program area; technology, innovation, and education options at Aviation Gateway Park; and extraordinary events such as daily air shows and more than 1,500 forums, workshops, and seminars.

Complete admission pricing and advance online purchase is currently available on [EAA's website](#).

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Dues are \$15.00 a year (\$25 for mailed newsletter)! From August 1st Please send them to above address.
Website: www.eaa439.org